

233 South Wacker Drive Suite 800 Chicago, Illinois 60606

312 454 0400 www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: November 15, 2013

Re: State Legislative Update

This report highlights several bills and amendments that emerged prior to the conclusion of veto session on November 7. Bills included in the memorandum either impact <u>CMAP's 2013 State</u> <u>Legislative Framework</u> and <u>Agenda</u> or are of interest to CMAP and its partners.

Invest Strategically in Transportation

Two of the three road bills filed during veto session passed. The first deals with the Will County Interchange, <u>SB 1219-HA1</u>, previously a <u>house bill</u>, allows IDOT to acquire property for an interchange at I-55 and Weber Road.

A clean-up bill, <u>SB 2365-HA2</u>, regarding the Illiana PPP procurement process also passed. It allows an Illiana PPP contractor to procure its design-build contractor prior to executing the public-private agreement with IDOT.

Finally, <u>HB 3666</u> would exempt motor fuel from the state sales tax, remains in House Rules.

On the final day of veto session a resolution, <u>HR 684</u>, was introduced expressing support for the Illiana Expressway project and urging the General Assembly to take the necessary steps to ensure that the expressway is successfully completed.

Increase Commitment to Public Transit

The RTA-CMAP merger bill, <u>SB 1594</u>, remains reassigned to the Senate Assignments Committee. Following the controversy around the departure of Metra's Executive Director, a number of bills were filed to address governance and ethics issues surrounding the transit boards and the RTA.

<u>HB 3659</u> would prohibit employees and members of the CTA, RTA and Metra boards from holding any other office or employment under any other level of government. Another set of bills, <u>HB 3663</u> and <u>HB 3664</u>, would prohibit boards and commissions from entering into confidential severance agreement with employees. Two bills deal specifically with the Metra board. <u>HB 3648</u> changes the terms of the board from four to five years and allows the board to hire or fire an executive director with seven votes instead of the currently required eight. The other bill, <u>SB 2606</u>, sets terms for members of the Metra board, limiting the chairman's tenure to no more than two years and calls for

the resignation of current board members upon enactment. A shell bill, <u>SB 2610</u>, regarding discretionary funding at the RTA was also filed.

The Governor's veto of <u>SB 1474</u> stands. The bill would have increased the minimum bid amount for construction and purchase of services from \$10,000 to \$40,000 for the RTA and CTA. A veto was issued because it was believed the new law may be inconsistent with the forthcoming recommendations of the Governor's Northeastern Illinois Transit Task Force.

The Governor's Task Force released its <u>interim report</u> on October 16 and continues to work on a full report and recommendations to the Governor and General Assembly by January 2015. The task force has two tentative dates are scheduled for November 22nd and December 12th. CMAP staff continues to monitor the task force activity.

Several resolutions were filed related to transit and rail. The first resolution was <u>SR 639</u>, and then <u>HR 679</u>, as the House companion. Both urge CMAP to include the Crossrail Chicago on the fiscally unconstrained projects list in GO TO 2040. Crossrail Chicago would connect all Metra lines together downtown, but the resolution does not specify how or where the connection would take place. A resolution, <u>HR 675</u>, was filed urging the CTA to prioritize and expedite the planning and construction of the Red Line Extension Project was filed.

Improve Access to Information

A bill to improve accountability and access to information was introduced and sent to the House Rules Committee. <u>HB 3672</u> would require the open meetings of the CTA, RTA, Metra and Pace boards to be broadcast to the public and maintained in real-time on their websites using a high-speed internet connection.

Achieve Greater Livability Through Land Use and Housing

The Metropolitan Water Reclamation District of Chicago (MWRD) is seeking a modification to the District's statute through <u>HB 1551-SA3</u>. The amendment would provide expressed authority to MWRD to issue grants, acquire real estate via voluntarily buyouts for stormwater purposes and clarify the District's stormwater authority to include design and construction of both local and regional stormwater projects.

ACTION REQUESTED: Informational

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